

9 October 1972

25X1

TO : [REDACTED]  
FROM : [REDACTED]  
SUBJECT: Corona Museum Dedication

Attached for your review is an outline for use in drafting the speech for the DCI presentation at the Corona museum dedication. The dedication has been tentatively scheduled for the morning of 25 October 1972, the exact schedule dependent on Mr. Helm's schedule. I have also attached a draft of Volume I of the Corona history which you can read for background in making the necessary additions or deletions to the speech.

The Director's speech will be filmed for inclusion in a documentary film on the Corona program. The title proposed by OTR for the Documentary is "A Point in Time" selected to highlight the events surrounding the decision in late 1957 to initiate Project Corona.

The entire speech will be recorded on film and will be shown for the benefit of those unable to attend the Dedication. It is probable; however, that in the Project Film Documentary selected cuts would be included. This allows both latitude in the preparation, and the editing of the speech and also the opportunity for Mr. Helm's to deviate from the prepared speech without impacting the useability of his speech in the Documentary. The portions which are of most interest to OTR for the film documentary are shown in script with the opening of the speech being the most critical. Underlined in the draft are phrases which are contained on signs in the museum display.

If at all possible, we would like these passages retained in the speech since as remarks attributable to the DCI, they would add significance to the museum itself.

NRO review(s) completed.

Subject: Corona Museum Dedication

25X1

[redacted] of OTR Film Production is preparing the script treatment of the movie itself. I hope it will also be available to you by 12 October. I suggest that we get together on that date at your office in Washington and discuss questions which you may have on the speech and/or the movie script treatment.

25X1

cc: Mr. Carl Duckett  
Mr. Harold Brownman

25X1

Page Two

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

Copy No.

PAGE 1 of 6

# CORONA PROGRAM PERFORMANCE

PROGRAM FLIGHT NUMBER	VEHICLE NUMBER	THOR NUMBER	DD 250 NUMBER	MISSION NUMBER	INSTR. TYPE	INSTR. NUMBER	SRV NUMBER	INSTR. RECEIVED AT A/P	SHIP TO BASE	WKS AT A/P	DYS AT A/P	TOTAL WEEKS UNTIL FLIGHT	POUNDS PAYLOAD FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT (LBS)	RECOVERY DATE	SUMMARY		25X1																	
																	NO CAPSULE FLIGHT	CAPSULE EJECTED OVR SCHWEITZERENGEN 4/13/59	AGENA FAILED TO ORBIT.	AGENA FAILED TO ORBIT.	LOW TEMPERATURES NOT RECOVERED INSTRUMENT FAILED ON REV (1) ON REV (2).	RETRO ROCKET MALFUNCTION, NOT RECOVERED. INSTRUMENT FAILED ON REV (2).	AGENA PARAHUE. NO ORBIT.	ECCENTRIC ORBIT. WRONG ALTITUDE INSTRUMENT FAILURE. NOT RECOVERED.	AGENA FAILED TO ORBIT.	AGENA FAILED TO ORBIT.	SPIN POCKET FAILURE. NOT RECOVERED. INSTRUMENT OPERATION OK.	AGENA FAILED TO ORBIT. DIAGNOSTIC.	AGENA FAILED TO ORBIT.	SUCCESSFUL WATER PICK-UP. DIAGNOSTIC.	SUCCESSFUL AIR CATCH. INSTRUMENT OPERATION OK.	VEHICLE PITCH ATTITUDE IMPROPER AT RE-ENTRY CAPSULE SUNK BEFORE RECOVERY. INSTRUMENT OPERATION OK.	"D" TIMING MALFUNCTION. AGENA FAILED TO ORBIT.	SUCCESSFUL AIR CATCH. PAYLOAD BROKE. T/M NO 34	SUCCESSFUL AIR CATCH. INSTRUMENT OPERATION OK. T/M NO 37	NO SRV INSTALLED (RM-1 PAYLOAD)
1	1022	165															2/28/59																			
2	1018	170			B10.												4/13/59																			
3	1020	174			B10.												6/3/59																			
4	1023	179	002	9001	C	4	102	5/5/59	5/29/59	3 — 3	7 — 2	16	6/25/59	0		NO ORBIT																				
5	1029	192	004	9003	C	7	111	6/5/59	7/23/59	6 — 6	9 — 6	20	8/13/59	0.405																						
6	1028	200	003	9002	C	6	105	5/18/59	6/3/59	2 — 2	13 — 2	16	8/19/59	0.108																						
7	1051	206	006	9004	C	10	109	6/24/59	7/23/59	4 — 1	19 — 3	10	11/7/59	0		NO ORBIT																				
8	1050	212	007	9005	C	9	107	7/25/59	11/7/59	15 — 0	16 — 8	10	11/20/59	0																						
9	1052	218	006	9006	C	8	113	6/28/59	1/10/60	28 — 0	31 — 4	10	2/4/60	0		NO ORBIT																				
10	1054	233	009	9007	C	13	110	12/7/59	2/4/60	8 — 3	10 — 4	10	2/19/60	0		NO ORBIT																				
11	1055	274	010	9008	C	14	103	1/11/60	2/24/60	6 — 2	13 — 3	16	4/15/60	16																						
12	1053	DIAGNOSTIC	014	N/A	N/A												6/29/60	0																		
13	1057	DIAGNOSTIC	012	N/A	N/A												8/10/60	0																		
14	1056	237	011	9009	C	3	101	1/23/60	3/28/60	8 — 4	29 — 0	20	8/18/60	20																						
15	1056	246	013	9010	C	11	106	2/22/60	8/25/60	26 — 3	29 — 1	20	9/3/60	20																						
16	1061	253	015	9011	C'	15	506	6/6/60	9/17/60	14 — 5	20 — 2	20	10/26/60	0		NO ORBIT																				
17	1062	297	016	9012	C'	17	507	9/12/60	10/17/60	5 — 0	9 — 6	30	11/12/60	17 LEADER																						
18	1103	296	017	9013	C'	19	508	10/9/60	10/29/60	2 — 6	8 — 3	39	12/7/60	39																						
19	1101	258	N/A	N/A	N/A	N/A	N/A										12/20/60	0																		
20	1104	290	018	9014A	A	3	520	10/18/60	10/21/60	9 — 1	17 — 3	39	2/17/61	39																						
21	1102	261	N/A	N/A	N/A	N/A	N/A										2/18/61	0																		
22	1105	300	015	9015	C'	18	509	2/21/61	3/28/61	5 — 0	5 — 2	39	3/30/61	0		NO ORBIT																				
23	1106	307	020	9016A	A	4	521	11/30/60	3/16/61	15 — 1	18 — 3	39	4/8/61	39																						
24	1108	302	022	9018A	A	6	541	4/3/61	5/25/61	7 — 3	9 — 3	39	6/9/61	0		NO ORBIT																				
25	1107	306	021	9017	C'	16	510	3/7/61	4/17/61	5 — 6	14 — 3	39	6/16/61	39																						
26	1109	309	023	9019	C'	20	511	10/18/60	5/15/61	29 — 6	37 — 3	39	7/7/61	28,78																						
27	1110	322	024	9020A	A	7	524	4/4/61	6/24/61	11 — 3	15 — 3	39	7/21/61	0		NO ORBIT. THOR GUIDANCE DESTRUCT.																				
28	1111	303	025	9021	C'	21	512	11/13/60	5/20/61	25 — 6	37 — 3	39	8/3/61	0		AGENA GUIDANCE FAILURE.																				
29	1112	323	027	9023	C''	54	554	6/23/61	8/17/61	7 — 6	9 — 5	39	8/30/61	39		RECOVERY ON REV (32) INSTRUMENT OK.																				
30	1113	310	026	9022	C''	53	551	5/29/61	7/17/61	7 — 0	15 — 1	39	9/2/61	39		SUCCESSFUL AIR CATCH. RECOVERY ON REV (33).																				
31	1114	324	029	9024	C''	55	552	5/22/61	8/23/61	13 — 2	16 — 5	39	9/7/61	20		NO SEPARATION																				
32	1115	328	032	9025	C''	56	555	8/9/61	9/14/61	5 — 1	9 — 2	39	10/3/61	12,4		ATTEMPT RECOVERY ON REV (18).																				
33	1116	329	028	9026	C'	22	513	3/16/61	7/20/61	18 — 0	31 — 4	30,5	10/23/61	0		NO ORBIT.																				
34	1117	330	033	9027	C'	24	553	5/22/61	9/26/61	18 — 1	23 — 6	39	11/5/61	39		SUCCESSFUL ORBIT. DUE TO GAS VALVE FAILURE, NO RECOVERY MADE STILL IN SPACE. INSTRUMENT OPERATION OK.																				
35	1118	326	037	9028	C'	25	523	8/30/61	10/18/61	7 — 0	11 — 0	39	11/15/61	13		ONE DAY OPERATION DUE TO SHORTAGE OF CONTROL GAS. INSTRUMENT OPERATION OK. RECOVERY SICKET RE-USED.																				
36	1119	325	039	9029	C''	52	525	11/10/61	11/27/61	2 — 3	4 — 4	32,2	12/12/61	38,2		SUCCESSFUL ORBIT. RECOVERED ON REV (64). SUCCESSFUL WATER PICK-UP. INSTRUMENT OPERATION OK.																				
37	1120	327	040	9030	C''	57	571	11/16/61	12/19/61	4 — 6	8 — 2	38,6	1/15/62	0		AGENA FAILURE. NO ORBIT.																				

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0  
REGRADING: DOD DIR 5200.10  
DOES NOT APPLY

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

25X1

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0 PAGE 6 of 6

## CORONA PROGRAM PERFORMANCE

## CORONA PROGRAM PERFORMANCE

PAGE 3 of 6

PROG FLT NO	VEH NO	THOR NO.	DD 250 NO.	MISSN NO.	INSTN TYPE	INSTR. NO.	SRV NO.	T/M NO.	S/I NO.	T/U CASSI	SUPPLY CASSI	MAIN T/U CASSI	DRG NO.	INSTR. REC'D A/P	SHIP TO BASE	WKS-DYS AT FLT	TOTAL WEEKS UNTIL FLT	POUNDS PAYLOAD WEIGHT FLOWN	FLIGHT DATE	POUNDS PAYLOAD WEIGHT TRANSF	NO. OF ORBITS REC'D	RECOVERY DATE	SUMMARY
73	1604	395	093	1005	J-8A	146-147	618	120	D-28	T/J-24	S/C-10	T-15	513	1/16/64	4/10/64	12 - 0	14 - 3	78.4	4/27/64	0	0	—	SUCCESSFUL LAUNCH & ORBIT. NO POWER FROM AGENA DUE TO PYRO BUSS FAILURE. SLAVE INSTR FAILED DUE TO FILM MATERIAL BREAKAGE.
	1604	395	093	1005	J-8B	146-147	635	121	D-40	T/J-26	S/C-10	T-26	513	1/16/64	4/10/64	12 - 0	14 - 3	78.4	4/27/64	0	0	—	SUCCESSFUL AIR RECOVERY. SECOND DOOR STUCK FOR 2 ORBITS. INSTRUMENT OPERATION GOOD.
79	1176	403	094	1006	J-9A	148-149	636	107	D-45	T/J-14	S/C-11	T-21	508	1/27/64	4/26/64	12 - 5	18 - 2	78.5	6/4/64	78.5	65	6/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1176	403	094	1006	J-9B	148-149	639	104	D-49	T/J-30	S/C-11	T-30	508	1/27/64	4/26/64	12 - 5	18 - 2	78.5	6/4/64	78.5	128	6/12/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
80	1606	408	096	9065	A-21	21	661	61	N/A	N/A	N/A	N/A	525	3/5/64	6/2/64	12 - 5	14 - 2	39.6	6/13/64	39.6	96	6/19/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 60-70%.
81	1609	410	095	1007	J-7A	144-145	634	102	D-43	T/J-11	S/C-9	T-11	509	2/30/63	5/3/64	19 - 1	24 - 3	80.1	6/19/64	80.1	65	6/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
1609	410	095	1007	J-7B	144-145	633	110	D-54	T/J-16	S/C-9	T-16	509	2/30/63	5/3/64	19 - 1	24 - 3	78.9	6/19/64	78.9	128	6/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
82	1177	404	097	1008	J-10A	150-151	640	109	D-48	T/J-15	S/C-12	T-31	514	2/27/64	5/9/64	11 - 4	19 - 0	80.1	7/10/64	49	7	7/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1177	404	097	1008	J-10B	150-151	641	112	D-33	T/J-9	S/C-12	T-14	514	2/27/64	5/9/64	11 - 4	19 - 0	80.2	7/10/64	80.2	112	7/17/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
83	1605	413	098	1009	J-12A	154-155	646	136	D-56	T/U-23	S/C-15	T-37	517	3/30/64	6/26/64	12 - 4	18 - 2	79.2	8/5/64	69.5	49	8/8/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. AGENA BEACON PROBLEM.
1605	413	098	1009	J-12B	154-155	647	116	D-38	T/U-34	S/C-15	T-34	517	3/30/64	6/26/64	12 - 4	18 - 2	79.4	8/5/64	79.4	128	8/13/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.	
84	1603	412	099	9066A	A-22	22	667	71	N/A	N/A	N/A	N/A	526	4/9/64	8/4/64	19 - 0	20 - 3	39.4	8/21/64	39.4	96	8/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. CLOUD COVERAGE 60-70%.
85	1178	405	100	1010	J-11A	152-153	644	113	D-41	T/U-27	S/C-26	T-27	510	3/12/64	7/4/64	17 - 5	26 - 3	80.5	9/14/64	00.5	65	9/18/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1178	405	100	1010	J-11B	152-153	652	118	D-44	T/J-39	S/C-26	T-44	510	3/12/64	7/4/64	17 - 5	26 - 3	81.5	9/14/64	81.5	144	9/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
86	1170	421	105	1011	J-03A	160-161	653	119	D-30	T/U-22	S/C-16	T-49	516	5/25/64	8/21/64	12 - 1	18 - 2	76.9	10/5/64	80.0	65	10/9/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. AGENA BEACON PROBLEM.
1170	421	105	1011	J-03B	160-161	654	131	D-37	T/J-8	S/C-16	T-20	518	5/25/64	8/21/64	12 - 1	18 - 2	78.7	10/5/64	69.3	—	—	AGENA BATTERY DROPPED TO 16.5 VOLTS. ATTEMPTED RECOVERY. NO SEPARATION FROM AGENA.	
87	1179	410	107	1012	J-13A	156-157	651	117	D-50	T/U-20	S/C-5	T-43	507	3/30/63	7/30/64	17 - 3	28 - 5	79.7	10/17/64	69.3	49	10/20/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. BEACON PROBLEM ON AGENA. AGENA RECOVERY PROBLEM. AGENA REQUIRES LIFEBOAT REC'D. 41% PAYLOAD RETRIEVED. WATER IMPACT DUE TO WEATHER.
	1179	410	107	1012	J-13B	156-157	645	114	D-46	T/J-32	S/C-5	T-32	507	3/30/63	7/30/64	17 - 3	28 - 5	79.7	10/17/64	38.5	81	10/22/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
88	1173	420	108	1013	J-15A	158-159	656	127	D-52	T/U-22	S/C-20	T-55	519	4/17/64	9/16/64	21 - 5	28 - 3	79.2	11/2/64	59.4	65	11/6/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD. 415 CYCLES UNPROGRAMMED ON REV 1. S/C OPER. NORMAL.
	1173	420	108	1013	J-15B	158-159	657	133	D-47	T/J-36	S/C-20	T-40	519	4/17/64	9/16/64	21 - 5	28 - 3	79.1	11/2/64	0	81	11/7/64	SUCCESSFUL AIR RECOVERY. MISSION TERMINATED ON PASS NORMAL. NO FAILURES IN SYSTEM.
89	1180	416	110	1014	J-16A	152	659	128	D-53	T/J-2	S/C-21	T-7	520	6/4/64	10/26/64	20 - 4	23 - 6	79.1	11/18/64	80.0	81	11/23/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
1180	416	110	1014	J-16B	152	660	132	D-50	T/U-33	S/C-21	T-12	520	8/14/64	11/4/64	11 - 5	13 - 5	79.4	11/18/64	78.0	145	11/27/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. AFTER (5) DAYS MISSION. (DROGUE CHUTE FAILED ON REV 1).	
90	1607	424	111	1015	J-17A	158	662	129	D-61	T/U-25	S/C-22	T-33	524	9/30/63	11/6/64	59 - 0	63 - 6	78.9	12/19/64	76.0	81	12/24/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. 415 CYCLES UNPROGRAMMED ON REV 1. S/C OPER. NORMAL.
	1607	424	111	1015	J-17B	141	663	140	D-58	T/J-38	S/C-23	T-38	524	11/5/63	11/16/64	52 - 1	57 - 0	79.0	12/19/64	68.7	175	12/30/64	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. 415 CYCLES UNPROGRAMMED ON REV 1. S/C OPER. NORMAL.
91	1608	414	112	1016	J-10A	132	665	135	D-55	T/U-21	S/C-23	T-47	523	9/6/63	11/24/64	63 - 3	70 - 6	78.7	1/15/65	77.7	81	1/20/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. ZERO DEFECTS ON THIS MISSION.
1608	414	112	1016	J-18B	133	666	106	D-59	T/J-23	S/C-23	T-28	523	9/6/63	11/24/64	63 - 3	70 - 6	78.5	1/15/65	78.5	159	1/25/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.	
92	1611	432	119	1017	J-14A	140	623	109	D-21	T/U-23	S/C-24	T-25	531	11/15/63	12/21/64	57 - 2	66 - 5	79.6	2/25/65	81.2	81	3/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. AFTER (5) DAYS MISSION. (DROGUE CHUTE FAILED ON REV 1).
	1611	432	119	1017	J-14B	165	625	112	D-60	T/U-25	S/C-24	T-52	531	6/17/64	12/2/64	57 - 2	66 - 5	78.7	2/25/65	75.7	145	3/6/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. AGENA PROGRAMMER FAILURE. ON PEV 88 CAPPING SHUTTER.
93	1612	429	115	1018	J-19A	122	668	136	D-20	SP-1	S/C-27	T-51	530	5/20/63	1/13/65	35 - 0	45 - 1	79.0	3/25/65	80.5	66	3/29/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. AGENA PROGRAMMER FAILURE. EFFECTING BOTH INSTR.
	1612	429	115	1018	J-19B	123	669	108	D-22	T/U-44	S/C-27	T-54	530	5/20/63	1/3/65	35 - 0	45 - 1	78.7	3/25/65	77.2	99	3/31/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
94	1614	437	118	1019	J-04A	118	626	138	D-39	T/U-20	S/C-6	T-53	512	5/8/63	1/28/65	90 - 1	103 - 1	78.1	4/29/65	76.6	80	5/4/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1614	437	118	1019	J-04B	119	627	139	D-19	T/J-50	S/C-6	T-60	512	5/8/63	1/28/65	90 - 1	103 - 1	78.1	4/29/65	79.6	143	5/4/65	NO RECOVERY DUE TO MALFUNCTION OF VEHICLE COMMAND SYSTEM. PROGRAMMING.
95	1615	438	121	1021	J-21A	166	674	134	D-63	T/U-45	S/G-32	T-58C	529	11/18/64	4/29/65	23 - 1	25 - 6	77.9	5/18/65	75.4	81	5/23/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1615	438	121	1021	J-21B	167	670	111	D-25	T/U-48	S/C-32	T-58C	529	11/18/64	4/29/65	23 - 1	25 - 6	78.5	5/18/65	51.9	161	5/26/65	SUCCESSFUL AIR RECOVERY. PAYLOAD IN 101 INSTN. CAME OUT OF RAILS BECAUSE OF TORN FILM CAUSING INST FAILURE.
96	1613	444	132	1020	J-20A	136	672	1011	D-67	T/J-13	S/C-28	T-13	501	1/13/64	3/15/65	17 - 3	29 - 5	78.3	6/9/65	77.9	97	6/15/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1613	444	132	1020	J-20B	137	673	107	D-62	T/U-40	S/C-28	T-48	501	1/13/64	3/15/65	17 - 3	29 - 5	78.2	6/9/65	28.0	113	6/16/65	COMPLETE REGULATOR FAILED ON AGENA CAUSING COMPLETE LOSS OF GUIDANCE. RECOVERED BY LIFEBOAT.
97	1617	446	133	1022	J-22A	168	664	119	D-65	T/J-47	S/C-33	T-61C	516	12/28/64	5/17/65	20 - 0	29 - 0	78.0	7/19/65	81.2	65	7/23/65	SUCCESSFUL AIR RECOVERY. ZERO DEFECTS FOR A/P INSTRUMENT OPERATION NORMAL.
	1617	446	133	1022	J-22B	169	658	129	D-24	T/U-46	S/G-36	T-56C	516	12/28/64	5/17/65	20 - 0	29 - 0	78.3	7/19/65	76.7	144	7/25/65	SUCCESSFUL AIR RECOVERY. CYCLE COUNTER ON NR 2 INSTRUMENT INTERMITTENT.
98	1618	449	134	1023	J-23A	170	621	113	D-17	T/J-43	S/C-31	T-57C	522	1/20/63	6/9/65	18 - 5	28 - 5	78.9	8/17/65	79.9	81	8/22/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL.
	1618	449	134	1023	J-23B	171	649	114	D-65	T/J-37	S/C-31	T-42	522	1/28/63	6/9/65	18 - 5	28 - 5	78.3	8/17/65	57.7	144	8/26/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION NORMAL. INSTRUMENT BOX PROBABLY CORRODED. COMPLETE A/P RANGE SAFETY DESTRUCTED THOR AT T-57 SECONDS.
99	1602	401	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9/1/65	SUCCESSFUL AIR RECOVERY. LOW PERIOD ORBIT DUE TO BOOSTER. INSTRUMENT OPERATION GOOD.	
100	1619	458	136	1024	J-24A	172	622	1005	D-69	T/U-19	S/C-34	T-41	515	3/2/65	8/10/65	23 - 0	29 - 1	80.1	9/22/65	81.5	81	9/27/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.
	1619	458	136	1024	J-24B	173	643	118	D-64	T/U-24	S/C-34	T-50	515	3/2/65	9/10/65	23 - 0	29 - 1	80.2	9/22/65	79.8	161	10/26/65	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION GOOD.

SECRET/C

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

PAGE 4 of 6

25X1

## CORONA PROGRAM PERFORMANCE

PAGE 4

PROG FL NO	VEH NO	THOR NO	DD NO	MISSN NO.	INSTR TYPE	INSTR. NO.	SRV NO	T/M NO.	S/K NO.	S/U CASS	MAIN T/U CASS	SUPPLY CASS	DRGG NO.	INSTR REC'D A/P	SHIP NO.	WHS/DTS A/P	WEEKS BASE	TOTAL FLY	POUNDS PAYLOAD FLOWN	FLIGHT DATE	POUNDS PAYLOAD TRANSF	NO. OF ORBITS RECV'D	RECOVER DATE	SUMMARY
101	1616	433	138	1025	JX-28A	142	650	115	D-73	TU-18	S/C-30	T-45	521	2/11/63	9/16/65	92-1	94-6	76.9	10/5/65	78.8	81	10/10/65	SUCCESSFUL AIR RECOVERY. OPERATION NORMAL.	
	1616	433	138	1025	JX-25B	127	636	130	D-70	TJ-42	S/C-30	T-36	521	2/26/63	9/16/65	114-5	117-3	78.9	9/5/65	78.5	161	10/15/65	SUCCESSFUL AIR RECOVERY. ANOMALOUS DEPLOYMENT OF MAIN CHUTE.	
102	1620	439	139	1026	J-25A	174	701	1001	D-75	TJ-78	S/C-35	T-65C	502	4/30/65	10/1/65	22-1	26-0	78.6	10/28/65	78.6	81	11/2/65	SUCCESSFUL AIR RECOVERY. INSTRUMENTATION C.F. SWITCH OPERATION.	
	1620	439	139	1026	J-25B	175	702	1002	D-72	TJ-62	S/C-35	T-62C	502	4/30/65	10/1/65	22-1	26-0	78.5	10/28/65	77.8	160	11/7/65	SUCCESSFUL AIR RECOVERY. H.O. HAD STICKY SHUTTER.	
103	1621	448	140	1027	JX-27A	163	640	140	D-71	TJ-19	S/C-29	T-19	532	6/4/64	10/25/65	57-6	64-5	78.8	12/9/65	55.0	17	12/10/65	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION NORMAL.	
	1621	448	140	1027	JX-27B	164	655	141	D-68	TJ-41	S/C-29	T-22	532	6/17/64	10/25/65	56-0	66-4	78.8	12/9/65	0	33	12/11/65	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION. SWIMMING SW PAPER, LIFEBOAT RECOVERY.	
104	1610	451	141	1028	J-26A	176	703	1003	D-77	TJ-7	S/C-37	T-67C	535	5/26/65	12/2/65	29-1	30-2	78.6	12/24/65	60.3	81	12/29/65	SUCCESSFUL AIR RECOVERY. NO INSTR. OPERATION LIFEBOAT RECOVERY.	
	1610	451	141	1026	J-26B	177	704	1004	D-74	TJ-64	S/C-37	T-64C	535	5/26/65	12/2/65	29-1	30-2	79.3	12/24/65	77.6	144	1/2/66	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION PERFECT. ZERO DEFECTS.	
105	1623	450	142	1029	J-27A	178	705	1005	D-79	TJ-35	S/C-36	T-69C	540	5/28/65	12/16/65	28-6	31-2	79.9	12/2/66	79.9	81	2/7/66	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION. ZERO DEFECTS.	
	1623	450	142	1029	J-27B	179	706	1006	D-76	TJ-66	S/C-36	T-66C	540	5/28/65	12/16/65	26-6	31-2	79.8	12/2/66	79.8	160	2/12/66	SUCCESSFUL AIR RECOVERY. SI NOT OPERATIONAL BECAUSE RETARD THROUGH 133.	
106	1622	452	143	1030	J-29A	182	709	1009	D-94	TJ-73	S/C-39	T-71C	533	7/2/65	1/24/66	29-3	35-5	79.1	3/9/66	80.2	81	3/14/66	SUCCESSFUL AIR RECOVERY. STEPPER SWITCH PROBLEM. INSTRUMENT OPERATION NORMAL.	
	1622	452	143	1030	J-29B	183	710	1012	D-92	TJ-70	S/C-39	T-68C	533	7/2/65	1/24/66	29-3	35-5	79.9	3/9/66	78.8	159	3/19/66	SUCCESSFUL AIR RECOVERY. SAME STEPPER PROBLEM. INSTRUMENT OPERATION NORMAL.	
107	1627	474	146	1031	J-30A	184	711	102	D-83	TJ-810	S/C-42	T-81D	537	9/21/65	3/2/66	23-1	28-2	79.7	4/7/66	81.0	113	4/4/66	SUCCESSFUL AIR RECOVERY. FIRST DAY V.H. MISSION BLOSSOM. T/W AND VERY CLOSE IMPACT 9.8 MI LONG.	
	1627	474	146	1031	J-30B	185	712	130	D-86	TJ-65	S/C-42	T-78C	537	9/21/65	3/2/66	23-1	28-2	79.9	4/7/66	39.8	177	4/18/66	SUCCESSFUL AIR RECOVERY. SLAVE CAMERA FAILED DURING C.B.W.	
108	1625	465	149	1032	J-28A	180	707	1007	D-9	TJ-67	S/C-38	T-73C	534	7/9/65	4/5/66	39-4	42-4	80.0	5/3/66	0	0	---	FAILED TO ACHIEVE ORBIT.	
	1625	465	149	1032	J-28B	181	703	1008	D-80	TJ-5	S/C-38	T-70C	534	7/9/65	4/5/66	38-4	42-4	79.5	5/3/66	0	0	---	FAILED TO ACHIEVE ORBIT.	
109	1630	469	150	1033	J-33A	194	717	1017	D-91	TJ-870	S/C-45	T-87D	543	11/9/65	5/5/66	25-2	27-6	79.6	5/23/66	82.0	82	5/28/66	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION NORMAL.	
	1630	469	150	1033	J-33B	195	713	107	D-84	TJ-84	S/C-45	T-84C	543	11/9/65	5/5/66	25-2	27-6	79.7	5/23/66	77.3	176	6/3/66	SUCCESSFUL AIR RECOVERY. INSTR. OPERATION NORMAL.	
110	1626	466	153	1034	J-31A	186	713	1013	D-85	TJ-778	S/C-41	T-77D	538	10/6/65	5/8/66	27-4	32-3	79.7	6/21/66	79.6	81	6/26/66	SUCCESSFUL AIR RECOVERY. PMU AIR LEAK OUT BY REV. 30.	
	1626	466	153	1034	J-31B	187	714	1014	D-87	TJ-74	S/C-41	T-74C	538	10/6/65	5/8/66	27-4	32-3	79.7	6/21/66	79.3	161	7/1/66	SUCCESSFUL AIR RECOVERY. FLASHING LIGHT GOOD.	
111	1631	506	154	1036	J-32A	190	715	1015	D-89	TJ-830	S/C-43	T-83D	511	10/27/65	8/1/66	39-4	40-6	79.5	8/9/66	80.1	115	8/16/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
	1631	506	154	1036	J-32B	191	716	1016	D-88	TJ-80	S/C-43	T-80C	511	10/27/65	8/1/66	39-4	40-6	79.3	8/9/66	78.2	212	8/22/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
112	1626	477	164	1035	J-36A	193	723	118	D-95	TJ-750	S/C-40	T-75D	607	1/26/66	6/21/66	20-6	33-6	79.6	9/20/66	78.9	81	9/25/66	SUCCESSFUL AIR CATCH. INSTR. OPERATION NORMAL. NEW OPS. SELECTION CAPABILITY AND O.S.F. 6.	
	1626	477	164	1035	J-36B	189	724	127	D-96	TJ-72	S/C-72	T-72C	607	1/26/66	6/21/66	20-6	33-6	79.8	9/20/66	80.6	160	9/30/66	SUCCESSFUL AIR CATCH. V.H. PROGRAMMER FAILED ON REV. 157.	
113	1632	507	178	1037	J-38A	198	727	102	D-101	TJ-10D	S/C-46	T-99E	544	6/30/66	10/13/66	17-4	18-5	79.7	11/8/66	79.4	66	11/12/66	SUCCESSFUL AIR RECOVERY. 3D INTERIM PHASE III, SECOND SWING. AIR RECOVERY. 3D INTERIM PHASE III, SECOND SWING.	
	1632	507	178	1037	J-38B	199	728	135	D-106	TJ-89	S/C-46	T-96F	544	6/30/66	10/13/66	17-4	18-5	78.4	11/8/66	78.2	195	11/20/66	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
114	1629	495	184	1038	J-34A	192	719	115	D-93	TJ-85D	S/C-44	T-85D	542	12/3/65	1/10/67	57-4	58-1	81.0	1/14/67	80.3	81	1/19/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
	1629	495	184	1038	J-34B	193	720	134	D-90	TJ-82	S/C-44	T-82C	542	12/3/65	1/10/67	57-4	58-1	80.8	1/14/67	81.5	193	1/26/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
115	1635	493	196	1039	J-39A	206	729	1001	D-103	TJ-79D	S/C-51	T-79D	602	4/8/66	2/16/67	44-5	44-11	80.3	2/22/67	80.76	91	2/27/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
	1635	493	196	1039	J-39B	207	730	1010	D-100	TJ-76	S/C-51	T-76C	602	4/8/66	2/16/67	44-5	44-11	79.9	2/22/67	79.44	177	3/5/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
116	1636	501	200	1040	J-35A	196	721	136	D-79	TJ-890	S/C-47	T-89D	539	12/17/65	3/26/67	66-2	66-6	79.3	3/30/67	76.28	81	4/4/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
	1636	501	200	1040	J-35B	197	722	113	D-92	TJ-86	S/C-47	T-86C	539	12/17/65	3/26/67	66-2	66-6	79.1	3/30/67	82.12	145	4/8/67	SAR, S-BAND LINK INOPERATIVE. B/U EMPLOYED.	
117	1634	508	209	1041	J-40A	208	731	1003	D-105	TJ-99D	S/C-52	T-101E	536	5/20/66	5/4/67	50-0	50-5	88.5	5/9/67	80.14	93	5/15/67	SAR, S-BAND LINK INOPERATIVE. B/U EMPLOYED.	
	1634	508	209	1041	J-40B	209	732	138	D-104	TJ-96	S/C-52	T-98F	536	5/20/66	5/4/67	50-0	50-5	88.2	5/9/67	78.95	215	5/23/67	SUCCESSFUL AIR RECOVERY. INSTRUMENT OPERATION.	
118	1633	509	213	1042	J-37A	204	725	129	D-97	TJ-95D	S/C-49	T-95D	528	3/22/65	6/8/67	115-3	116-4	80.5	6/6/67	78.4	97	6/22/67	SAR, S-BAND LINK INOPERATIVE. B/U EMPLOYED.	
	1633	509	213	1042	J-37B	205	726	1005	D-98	TJ-88	S/C-49	T-88C	528	3/22/65	6/8/67	115-3	116-4	78.1	6/6/67	80.2	143	7/1/67	WATER PICKUP. INSTRUMENT OPERATION NORMAL. CHUTE EVENTS LATE.	
119	1637	510	216	1043	J-42A	200	735	127R3	D-107	TJ-91D	S/C-48	T-91D	527	8/4/66	7/27/67	51-0	52-4	79.9	8/7/67	79.9	113	8/14/67	SUCCESSFUL AIR RECOVERY. MASTER SCAN RATE NORMAL. AFTER REV. 68.	
	1637	510	216	1043	J-42B	201	736	112	D-110	TJ-92	S/C-48	T-92C	527	8/4/66	7/27/67	51-0	52-4	80.2	8/7/67	73.2	127	8/22/67	SUCCESSFUL AIR RECOVERY. MASTER INSTRUMENT FAILED ON REV. 68.	
120	1641	512	217	1101	CR 1A	302	803	1029	D-104	TJ-94	S/C-50	T-94F	606	7/6/66	10/27/67	68-1	68-6	78.56	11/1/67	78.56	144	11/1/67	SAR, PAN & DISC INSTRUMENT OPERATION NORMAL. SOME EARLY TIMEOUTS ON EXPOSURE CONTROL DELAY.	
	1641	512	217	1101	CR 1B	303	804	1028	3	6	302	T-302	616	2/14/67	9/10/67	29-6	30-4	79.5	9/15/67	79.5	97	9/21/67	PAN & DISC INSTRUMENT OPERATION NORMAL. S.A.R., PAN & DISC INSTRUMENT OPERATION NORMAL.	
121	1639	513	221	1044	J-41A	202	733	1004	D-99	TJ-97D	S/C-50	T-97E	606	7/6/66	10/27/67	68-1	68-6	79.75	11/1/67	79.75	97	11/8/67	SAR, S-BAND LINK INOPERATIVE. B/U EMPLOYED.	
	1639	513	221	1044	J-41B	202	734	(302)	D-104	TJ-94	S/C-50	T-94F	606	7/6/66	10/27/67	68-1	68-6	78.56	11/1/67	78.56	144	11/1/67	SAR, S-BAND LINK INOPERATIVE. ANOMALY IN LIFEBOAT TIMER. LIFEBOAT DICTATED EARLY RECOVERY.	

SECRET/C

\* SUCCESSFUL AIR RECOVERY

Approved For Release 2003/10/22 : CIA-RDP89B00980R000300100010-0

25X1

SECRET/C

PAGE 5 of 6

25X1

## CORONA PROGRAM PERFORMANCE

PROG NO.	VEH NO.	THOR NG	DD NO.	MISSN NO.	INSTS TYPE	INSTR NO.	SRV	T/M	S/I NO.	S/I CASS	SUPPLY CASS	MAIN CASS	CRCC REC'D	INSTR A/P	SHIP TO BASE	XRS-CMS	TOTAL WEEKS AT A/P	LBS PL	FLY DATE	DEP WEIGHT	HOURS IN SATELLITE	RECVY DATE	SUMMARY	
122	1642	514	223	1102	CR2A	304	805	1025	DIS	1	303	T303	626	5/2/7	12/2/7	30-5	31-5	80.0	83	2/15/7	S.A.R. MIP=100	SECOND J3 FLIGHT. BEST RESULTS		
122	1642	514	223	1102	CR2B	305	806	1026	DIS	8	303	T304	626	5/2/7	12/2/7	30-5	31-5	84.1	84.1	2/22/7	S.A.R. MIP=100	OF CORONA MISSIONS TO DATE.		
123	1640	516	226	1045	J45A	214	741	1022	D109	J107D	55	T107E	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	74.0	112	1/31/8	S.A.R. MIP= 90	14 DAY MISSION DESPITE LOSS OF T/A: DR REV. 85.
123	1640	516	226	1045	J45B	215	742	1023	D105	J102	55	T102F	612	12/9/6	1/19/8	58-0	58-5	80.5	1/24/8	81.5	223	2/7/8	S.A.R. MIP= 90	OF T/A: DR REV. 85.
124	1638	518	228	1046	J46A	220	747	1015R2	119	TJ1130	59	113F	608	6/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	113	3/21/8	S.A.R. MIP= 90	FIRST FULL LOAD OF SO-230. EXHIBITED A DECREASE IN PERFORMANCE FROM REV 9 TO END OF MISSION.
124	1638	518	228	1046	J46B	221	748	1014R2	120	TJ110	58	110F	608	6/30/7	3/10/8	35-6	36-3	81.4	3/14/8	81.4	240	3/29/8	S.A.R. MIP= 85	OUT OF FOCUS PROBABLY CAUSED BY FILM FLATNESS IN PLATEN AREA. PARTIAL LOAD OF UTB.
125	1643	511	233	1103	CR3A	306	807	1035	DIS	1	304	T302	621	3/23/7	4/25/8	34-4	35-3	77.6	5/1/8	77.6	115	5/8/8	S.A.R. MIP= 95	COLD BOOSTER CAUSED GROUND TRACK MIS-MATCH, ANTENNA/PL INCOMPATIBILITY CAUSED CONCERN BUT NO MISSION IMPACT.
125	1643	511	233	1103	CR3B	307	808	1036	5	11	304	T303	621	3/23/7	4/25/8	34-4	35-3	78.0	5/1/8	78.0	228	5/15/8	S.A.R. MIP= 95	COLD BOOSTER CAUSED GROUND TRACK MIS-MATCH, ANTENNA/PL INCOMPATIBILITY CAUSED CONCERN BUT NO MISSION IMPACT.
126	1645	517	235	1047	J47A	218	745	1018R2	117	TJ109D	55	T109E	604	5/18/7	5/13/8	56-12	57-2	81.2	6/20/8	81.2	125	6/28/8	S.A.R. MIP= 85	COLD BOOSTER CAUSED GROUND TRACK MIS-MATCH, ANTENNA/PL INCOMPATIBILITY CAUSED CONCERN BUT NO MISSION IMPACT.
127	1644	522	238	1104	CR4A	308	809	1030	DIS	11	305	T309	618	11/14/7	8/2/8	37-0	37-5	81.1	3/7/8	81.1	115	8/14/8	S.A.R. MIP= 115	PHU FAILURE, T/R FAILURE IN "B" BUCKET, HIGHEST MIP RATING FOR CORONA TO DATE.
127	1644	522	238	1104	CR4B	309	810	1031	7	15	305	T308	618	11/14/7	8/2/8	37-0	37-5	81.2	8/7/8	81.0	244	8/22/8	S.A.R. MIP= 115	P/L TEAR IN "B" MISSION AND INSTRUMENT FAILURE.
128	1647	524	240	1048	J49A	222	749	1010R2	121	TJ111D	59	T111E	605	10/23/7	9/13/8	46-2	47-0	81.4	9/18/8	81.4	145	9/27/8	S.A.R. MIP= 85	P/L TEAR IN "B" MISSION AND INSTRUMENT FAILURE.
128	1647	524	240	1048	J49B	223	750	105R2	116	TJ108	59	T108F	605	10/23/7	9/13/8	46-2	47-0	81.1	9/18/8	81.1	224	10/2/8	S.A.R. MIP= 85	P/L TEAR IN "B" MISSION AND INSTRUMENT FAILURE.
129	1646	515	242	1105	CR5A	310	811	1032	NONE	NONE	301	T311	601	2/2/8	10/24/8	37-5	39-1	79.4	11/3/8	79.4	131	1/11/9	S.A.R. MIP= 100	BOTH INSTRUMENTS FAILED AT END OF MISSION.
129	1646	515	242	1105	CR5B	311	812	1033	NONE	NONE	301	T312	601	2/2/8	10/24/8	37-5	39-1	76.9	11/3/8	76.9	292	1/21/9	S.A.R. MIP= 100	BOTH INSTRUMENTS FAILED AT END OF MISSION.
130	1646	527	243	1049	J50A	224	751	134R3	D123	J115E	60	T115E	609	1/22/8	6/15/8	45-0	46-0	80.6	12/12/8	80.6	99	12/18/8	S.A.R. MIP= 85	OUT OF FOCUS, ONLY FAIR QUALITY.
130	1648	527	243	1049	J50B	225	752	115R3	D124	J112F	60	T112F	609	1/22/8	6/15/8	45-0	46-0	79.9	12/12/8	79.9	179	12/18/8	S.A.R. MIP= 85	/HEAVY RAIL SCRATCHING.
131	1650	519	244	1106	CR6A	312	801P	1027	DIS	18	307	T313	627	3/26/8	1/30/9	44-2	45-1	81.5	2/5/9	81.2	66	2/9/9	S.A.R. MIP= 105	FIRST DSR COMMAND SYSTEM FLWN, OVER-DEGRADED.
131	1650	519	244	1106	CR6B	313	802P	1026	6	22	307	T314	627	3/26/8	1/30/9	44-2	45-1	80.2	2/5/9	74.0	147	2/14/9	S.A.R. MIP= 105	ALL QUALITY GOOD TO FAIR, BY HAZE.
132	1651	561	265	1050	J63A	210	737	1023	109	TJ93D	53	T93D	611	10/17/8	3/14/9	125-1	125-6	81.3	3/19/9	46.2	34	3/21/9	S.A.R. MIP= 85	PROBLEM ON VEHICLE GUIDANCE REQUIRING EARLY RECOVERY OH BOTH "A" AND "B".
132	1651	561	265	1050	J63B	211	738	1024	110	TJ90	53	T90C	611	10/17/8	3/14/9	125-1	125-6	81.0	3/19/9	80.6	50	3/22/9	S.A.R. MIP= 85	EARLY RECOVERY OH BOTH "A" AND "B".
133	1649	544	266	1051	J66A	212	739	1020	115	TJ105D	54	T105E	617	1/17/8	3/24/8	126-4	127-4	80.5	5/1/9	80.1	113	5/8/9	S.A.R. MIP= 80	BOTH INSTRUMENTS OUT-OF-FOCUS COND.
133	1649	544	266	1051	J66B	213	740	1012	116	TJ100	54	T100F	617	1/17/8	3/24/8	126-4	127-4	80.5	5/1/9	80.1	256	5/17/9	S.A.R. MIP= 80	CONSECUTIVE RECOVERY HAS THE 50TH
134	1652	038	267	1107	CR7A	314	813	1034	DIS	12	306	T317	630	4/20/8	7/17/8	64-5	65-4	80.7	7/23/9	50.7	147	8/1/9	WATER PICK-UP. MIP=95 2ND FLY. UTILIZING DSR CHND.SYS.	
134	1652	038	267	1107	CR7B	315	814	1041	11	17	306	T310	630	4/20/8	7/17/8	64-5	65-4	81.5	7/23/9	48.0	308	8/11/9	S.A.R. MIP=95	NO.2 INSTR. FAILED AFTER 12~ON 1ST DAY. DISIC FAILED 1888~1889~1890~10TH DAY.
135	1653	300	268	1052	J68A	216	743	118R2	1111	T93D	56	T93D	614	2/10/7	9/19/9	134-6	136-2	79.1	9/22/9	79.1	115	9/29/9	S.A.R. MIP=85	LAST OF THE J1 SERIES PAYLOADS.
136	1655	039	249	1108	CR9A	316	817	1037	12	10	314	T331	633	10/16/8	9/11/9	134-6	136-2	80.2	9/22/9	80.2	244	10/7/9	S.A.R. MIP=85	THESE MIP'S ARE THE HIGHEST ACHIEVED BY A CORONA SYSTEM FOR A LAUNCH NEAR THE WINTER SOLSTICE.
137	1657	041	251	1109	CR10A	320	819	1040	9	23	308	T318	628	5/15/8	9/26/7	40-6	41-5	81.2	3/4/9	81.2	115	3/11/9	S.A.R. MIP= 110	ZERO DEFECTS
137	1657	041	251	1109	CR10B	321	820	1044	9	28	308	T318	628	5/15/8	9/26/7	40-6	41-5	78.6	3/4/9	78.6	309	3/23/9	S.A.R. MIP= 100	ZERO DEFECTS
138	1656	045	252	1110	CR11A	322	821	1042	10	25	309	T325	624	5/16/8	9/14/9	47-5	48-4	80.0	5/20/9	80.0	179	5/31/9	S.A.R. MIP=90	
138	1656	045	252	1110	CR11B	323	822	1043	10	26	309	T324	624	5/16/8	9/14/9	47-5	48-4	80.1	5/20/9	80.1	308	6/6/9	S.A.R. MIP=95	
139	1654	556	253	1111	CR12A	324	823	1025	02R	16	310	T323	625	9/25/9	10/10/0	41-5	42-5	80.3	7/22/9	80.3	112	7/29/9	S.A.R. MIP=105	IMAGERY PRODUCED BY THE AFT LOOKING INSTRUMENT IS CONSIDERED THE BEST IN
139	1654	556	253	1111	CR12B	325	824	1026	02R	20	310	T316	625	9/25/9	10/10/0	41-5	42-5	77.5	7/22/9	77.5	301	8/10/9	S.A.R. MIP=105	CORONA PROGRAM FOR 2ND GENERATION LENS
140	1658	552	254	1112	QR2A	300	827	1038	08	48	299	T333	613	1/4/7	11/11/9	200-3	201-3	80.6	11/18/9	78.1	147	1/27/9	S.A.R. MIP=115	DISIC FAILED 5 HOURS AFTER C/S. #2
140	1658	552	254	1112	QR2B	301	828	1039	08	21	299	T322	613	1/4/7	11/11/9	200-3	201-3	80.8	11/18/9	40.3	309	12/7/9	S.A.R. MIP=115	MAIN FAILED AT C/W.
141	1659	537	255	1113	CR13A	326	825	1031R2	13	19	312	T327	620	10/11/8	2/10/1	69-3	70-3	80.8	2/17/9	0	0	- - -	THOR BOOSTER FAILURE, DESTRUCT 35 SECONDS AFTER LAUNCH.	
141	1659	537	255	1113	CR13B	327	826	1032	13	29	312	T326	620	10/11/8	2/10/1	69-3	70-3	80.0	2/17/9	0	0	- - -	THOR BOOSTER FAILURE, DESTRUCT 35 SECONDS AFTER LAUNCH.	
142	1660	538	256	1114	CR14A	328	829	1029R	18	24	315	T321	629	2/6/70	3/17/1	57-5	58-5	80.5	3/24/9	80.0	115	3/31/9	S.A.R. MIP=120	THIS SYSTEM HAS EXHIBITED THE HIGHEST
142	1660	538	256	1114	CR14B	329	830	1037	18	28	315	T328	629	2/6/70	3/17/1	57-5	58-5	78.5	3/24/9	73.0	260	4/9/9	S.A.R. MIP=125	HIP RATING IN THE CORONA PROGRAM.
143	1662	567	257	1115	CR15A	330	831	1041	14	7	313	T329	623	5/19/0	9/5/71	76-3	77-1	78.1	9/10/1	79.0	115	9/17/9	S.A.R. MIP=120	
143	1662	567	257	1115	CR15B	331	832	1040	14	27	313	T320	623	5/19/0	9/5/71	76-3	77-1	78.5	9/10/1	78.5	309	9/29/9	S.A.R. MIP=110	

**SECRET/C**

Copy No.  
~~1000100~~

16 of 65

PROG NO.	VEN NO.	THOR NO.	DD 250	MISSN NO.	INSTR. TYPE	INSTR. NO.	SRV NO.	T/M NO.	S/I NO.	S/I CASS/T	SUPPLY CASS/T	MAIN CASS/T	DRCG NO.	INSTR REC'D A/P	SHIP TO BASE	IRS-DIG AT A/P	UNI FEC	LOG PNL UTIL	FLT DATE	LEAPL MNT TRN	RCVRY DATD	SUMMARY	25X1
144	1661	562	258	1116	CR16A	332	633	1045	N/A	N/A	316	T315	619	8/5/70	8/14/2	80-6	80-11	80.8	4/19/2	80.8	180	4/30/2	S.A.R. MIP=115
144	1661	562	258	1116	CR16B	333	634	1044	N/A	N/A	316	T300	619	8/5/70	8/14/2	80-6	80-11	80.8	4/19/2	80.8	302	5/8/2	S.A.R. MIP=115
145	1663	571	259	1117	CR8A	318	815R	1036	N/A	N/A	311	T3C1	615	8/27/8	5/16/2	184-11	194-20	80.0	5/25/2	80.0	34	5/27/2	S.A.R. MIP=115 SOLAR ARRAY FAILED TO DEPLOY ALSO
145	1663	571	259	1117	CR8B	319	816P	1046	N/A	N/A	311	T332	615	8/27/8	5/16/2	184-11	184-20	80.1	5/25/2	80.1	98	5/31/2	S.A.R. MIP=115 LFAK IN CONTROL GAS SYSTEM ON VEHICLE REDUCED MISSION LIFE TO 6 DAYS.